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Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDY
Per Bottle ... \$2.50
" " " " " 1.60
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LIMITED.**
THE HONGKONG DISPENSARY.
[a1365]

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PORTLAND CEMENT.
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SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2886]

NOTICE.

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GENERAL STOREKEEPERS, COMPRADORS,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 69 and 71, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores, and are prepared to accept all
kinds of orders, which will be attended to at
the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a640]

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THE "ROYAL BAR-LOCK"?**

It is not because it makes writing easy—
though that would be a sufficient reason.
It is not because it is unapproached for
Carbon and Stencil manifolding—though that
describes its capabilities.
It is not because its daily output is 25 per
cent. in excess of any other typewriter—though
that is perfectly true.
It is not for any one or two of the foregoing
reasons—
**BUT BECAUSE IT HAS ALL THESE
ADVANTAGES COMBINED.**
J. C. DOS REMEDIOS & CO.,
Agents.
Hongkong, 10th April, 1905. [a942]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
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Hongkong, 21st September, 1903. [a22]

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Club Bazaar and the Watney Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a49]

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and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair,
Premature Greyness, &c., &c.
A REMEDY OFFERED.
which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-
lating properties go straight to the hair roots—giving them a life and vigour they never knew
before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will
assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.
THE GREAT HAIR PRODUCER AND RESTORER.
The Finest Dressing—Specially Prepared and Delicately Perfumed.
A Luxury and a Necessity to every Modern Toilet.

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CHEMISTS AND DRUGGISTS,
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AERATED WATER MANUFACTURERS,
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Hongkong, 1st April, 1905. [a37]

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	Per Case.
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WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
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" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

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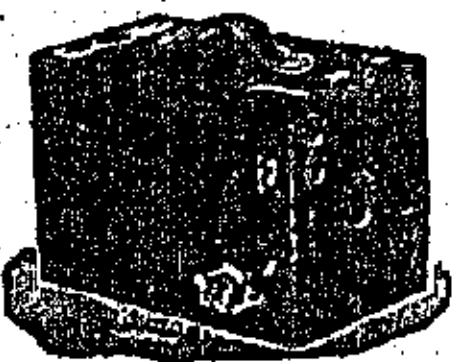
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Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it fit playing purposes as good as new.

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New View Book of Hongkong 24 Pictures \$1.00
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GENTLEMEN'S BLACK AND BROWN BOOTS AND SHOES, ENGLISH MAKE.

Best Quality.

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PLAYING CARDS. CRIBBAGE BOARDS, &c.
Russo-Japanese War; Part 11 New Ready 0.60
[a35]

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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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WOLSEY

UNSHRINKABLE UNDERWEAR.

EXTRA LIGHT WEIGHTS FOR SUMMER WEAR. INSPECTION INVITED.

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Hongkong, 11th April, 1905. [a36]

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Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel residents.
Hydraulic Lifts to each Floor.
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Every Comfort.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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MANAGER.
Hongkong, 16th June 1903. [a180]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Laundry Service for Guests.
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MANAGER.
Hongkong, 31st October, 1902. [a48]

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AND

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A LITTLE CHANGE.

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WM. FARMER,
Proprietor. [a586]

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A most pleasant retreat for those desirous of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong.
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CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 18th May, 1903. [a2]

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ST. JULIEN, (Red Capable)	10.00	11.00
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NOTICE TO CORRESPONDENTS

Communications relating to the news columns should be addressed to THE EDITOR, Correspondence must be forwarded to the Editor, and not to the printer, and must be accompanied by a return address, and must be accompanied by a return address, and must be accompanied by a return address.

P.O. Box, 35, Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 12TH, 1905.

The annual report of the China Association for 1904-5 as usual bristles with so many points of interest that it is difficult to relate coherently the ground it covers or the results that have attended the efforts of the Association. Opening with an inevitable reference to the war, the report states that "it is impossible to suppose that the Chinese can witness the successes which have been achieved by Japan . . . without becoming conscious of the latent military possibilities in their own enormous population, if properly organised." There are, of course, already numerous indications that China has gained such a consciousness and is now groping her way towards giving practical effect to the ideas thus acquired. It is to be hoped that a similar willingness to profit by experience may be exhibited in other directions; and that in trade matters China may, as the report goes on, "reconsider her stubborn adherence to Oriental ways and adopt Western methods, which have contributed so much to the prosperity and advancement of Japan." In an isolated paragraph following the remark that "signs of an advance are not wanting," the report says simply, "There is no change in the personnel of the Chinese Court. The Dowager Empress still remains in power." There is an apparent implication about that which perhaps was not intended. With

regard to the introduction of currency reform, the idea that "foreign assistance and pressure will be necessary" is confirmed. In railway enterprise, greater hopes are rested on the Chinese, the various native promotions being noted with approval. Since this report was published, there have been indications that the suspended work on the Hankow-Canton line is being resumed; and important developments are now being talked of. The report seems remarkably free from political bias in its reference to the Korean lines, by which "the spread of Japanese influence will be greatly facilitated." Owing to the willingness of the British and American Governments to waive the protocol annex relating to the Whangpoo conservancy scheme, the prospect of the Chinese themselves executing this important work approached perceptibly nearer, a change which received the support of the China Association, although the Shanghai branch was said to entertain the opinion that it would be in the nature of a dangerous precedent. Their own telegram, however, made it clear that, provided suitable guarantees were forthcoming, they would welcome this way of avoiding international jealousies. Nothing new appears with regard to the vexatious Trade Marks Regulations question; but the Association is fully alive to the needs of this matter. We should have been glad to see the Association more concerned about the non-production of the promised Mining Regulations; but as there is a mention of this matter, however brief, we may presume that it is not being lost sight of. The publication of a satisfactory set of Regulations should be hastened, if it can be done. The "continued presence in Shanghai of a small party of French soldiers" seems a small matter to have been made the subject of a representation to the Foreign Office; but as it is within our knowledge that our French friends in the northern port have persisted in referring to these as "troops," it was an irregularity that very properly demanded attention. It now appears that the British Government was a consenting party to this minor breach of the evacuation agreement. It is also gratifying to note the conviction that the introduction of Chinese labour into the Transvaal has been an all-round benefit, as the publication of this opinion by such a well-informed body ought to have a much-needed modifying influence upon the utterances of certain parties in England. The partial removal of the barriers in the Canton river is noted, and apparently the Association sees no immediate reason to complain that the improvement is only partial. It believes "the channel will be widened and deepened sufficiently to permit of free passage of vessels." Satisfaction is expressed at the "C.B." awarded to the ex-Secretary, Mr. R. S. GUNDBY; and suitable reference is made to the losses caused by the deaths of Sir E. ACKROYD, Sir ROBERT JARDINE, and Messrs. G. J. MORRISON, E. MACKINTOSH, and J. A. HAWES. The Association has £22,055 4s. 10d. in hand, including the balance of £155 4s. 10d. brought from last year.

In the voluminous correspondence reproduced, there is a letter from Mr. R. C. WILCOX, chairman of the Hongkong branch, drawing attention to the announcement in the Daily Press that the Portuguese had secured the agreement for the Macao-Canton railway, and suggesting that were the Kowloon-Canton scheme to be allowed to lag, it would cause mortification here. It was then announced that an early settlement was expected; and we understand that considerable pressure is now being officially applied to expedite the negotiations. Possibly the renewed activity on the Hankow line may help.

There is also a curious memorandum by Mr. GUNDBY relating to the Shanghai river improvement question, in which, in terms more forcible than diplomatic, he proposes to let the Viceroy of Nanking "do it his own way," and thus explains the alteration in the river: "If those 'accidents' started it, REYNOLDS willfully increased it, by planting barrels out on the foreshore to increase the area of his land!"

There are now ten licensed pilots at Newchwang.

A new public Municipal market is being provided at Shanghai.

General Sukhomlinoff has been appointed Russian Minister for War.

The Shanghai racing pony "Mongol" was sold for Tls. 725 on the 5th instant.

It is said that the Japanese will levy taxes in Manchuria, for sanitary and police work.

Messrs. A. Chee and Company were yesterday fined \$10 for blocking the sidewalk with carpets.

The 19th yearly general meeting of members of the Hongkong Club takes place on the 20th instant.

The s.s. *Senko-maru* was sunk by floating ice in trying to get up river too soon, at Newchwang.

There were only two cases of small-pox notified at Shanghai during the week ended 2nd April.

The Japanese commissariat line at Moukden is said to have reached the unprecedented length of 250 miles.

The *Mars*, caught in the ice off northern Japan was broken up and sunk. Two of her crew were frozen to death.

Numbers of Japanese are reported to have been killed by Formosan head-hunters on February 20th.

Tientsin experienced a "stiff" earthquake shock on March 24th, according to the *Tientsin Times*.

A Shanghai company has got provisional permission from the Municipal Council to inaugurate a service of motor omnibuses.

The Shanghai Municipal Council is ordering a stricter supervision of tavern licences. Objections are to be recorded out.

The maintenance of the Russian prisoners in Japan is costing the government 12½ million yen a year. They are to be hired to work.

Major-General and Mrs. Villiers Hatton returned to the Colony from Shanghai by the *Empress of India* yesterday.

They appear to have enjoyed "The Cingales" very much at Shanghai; the papers speaking very highly of the Dallas Company.

More escapes from the American Consular gnat Shanghai are reported. This place is beginning to be regarded as easier to get out of than into.

Major-General Villiers Hatton is said to have been favourably impressed by the manoeuvres of the Shanghai Light Horse, which he inspected on April 5th.

The *Peking Post* says that a German officer has been appointed adviser to the Shantung Governor, with a voice in "all international questions."

Manila papers are credited with an absurd story of Japanese attempts to torpedo the s.s. *Carville* in Manila Harbour, the said vessel said to be laden with explosives for Vladivostok.

Northern papers record the death of Mr. John Maltby, formerly of Shanghai and Nagasaki. His China-side experience dated back to 1856. He was in the China tea trade in London and there died, aged 68 years.

The Russians are said to be taking almost every penny in Mongolia, paying very high prices for them. Even the native troops are selling their mounts, tempted by the large prices offered.

Earthquake shocks were experienced at Shanghai on 3rd-4th instant. An astronomical dock at Sincowai Observatory was stopped. The experts regard the occurrence, as well as that at Tientsin, as an effect of the big earthquake in Northern India.

The Chief Justice (Sir H. S. Berkeley), from a statement in Court, is of opinion that Chinamen sentenced to be put in the stocks by Police Magistrates here should not be put in the stocks till after the expiration of the term allowed within which to appeal against the Magistrate's decision.

The Chinese magistrate at Shanghai was amazed that an English lawyer could be induced to defend men whom he (the magistrate) regarded as notorious and dangerous criminals. Mr. Ellis, the lawyer in question, said no doubt the magistrate was better and wiser than he; but he proceeded with his duty.

Fire broke out in the main hold of the H. A. L. steamer *Segovia* at Shanghai on April 7th. Part of the guano cargo in the lower hold was burning. There was more smoke than flame. Steam was first tried, but it was necessary to use water to get it out. Comparatively little damage was done. The steamer was to leave in due course for Yokohama.

The Court of Appeal at Osaka has dismissed the appeal of Mr. H. E. Reynell of Kobe against the decision of the Kobe first Court in an action brought by him against Mr. R. Young, Editor of the *Japan Chronicle*. Mr. Reynell's claim was for 50,000 yen as damages for injury alleged to have been done to his reputation by the publication of an advertisement signed by a barrister warning the public that an attachment had been issued against Mr. Alfred Kirby to recover possession of certain property.

According to the report of the New Darvel Bay Tobacco Plantations for the year ended September 30, 1903 crop, which produced 5,855 bales (against 4,304 bales in 1902) was sold at an average price of about 2s. per pound, as against 1s. 10d., and the net result realised amounts to £22,687. An interim dividend of 1s. per share was paid, and the directors now recommend, after placing £4,000 to reserve, a final dividend of 1s. per share, carrying forward £5,892. The 1904 crop, which is now being prepared for packing, is expected to yield over 4,000 bales, a portion having been lost by floods.

Sir Hiram Wilkinson, late Chief Justice of the Supreme Court at Shanghai, is staying at the Hongkong Hotel. Last evening he dined with Sir H. S. Berkeley, the Chief Justice of Hongkong.

Chinese desperadoes in the heart of Shanghai settlements are again numerous. More European contrabands are clamoured for by Chinese tradestones, who apparently have little faith in their own or the Sikhs.

Exchange has been going up rapidly during the last few days, clearly indicating that the fluctuations are influenced by the war. When there were circumstantial reports that Russia was enquiring the terms of peace there was a heavy slump in silver. The appearance of the Baltic Fleet in the China Sea has changed the aspect of the situation and silver now is rising again as rapidly as it fell a week ago.

Three R.G.A. men were convicted yesterday of refusing to pay tram fare, and one defendant of breaking a glass window in a car. Near the Harbour Office, it appears, the car did not stop quite at the right spot, and the man struck at it with his stick, breaking the glass. The defendants then objected to pay ten cents to the Hongkong Hotel, calling the charge excessive. The first defendant was fined \$15 and the other two \$5 each.

It remains to be seen whether or not the *Times* was too optimistic in supposing the Chang Yen-mao v. C.E.M.C. judgment would give the Chinese an exalted idea of British justice. H.E. Viceroy Yuan has demanded, after learning of the result, that the Wai Wu Pa should send Chang peremptory instructions to "obtain the full restoration of all rights." Such official stupidity, it is only too sure, will be shared by large numbers of Chinese who were to have been properly impressed by the example of British justice, which now appears not to have gone far enough to suit the Viceroy's ideas.

Another old resident of Hongkong has passed away in the person of Mr. H. L. Noronha, the senior partner in the old established firm of printers and publishers, Noronha and Co. The deceased was for some 18 or 20 years the Superintendent of the Government Printing Office in Singapore, and retired on pension about 10 years ago, and returned to Hongkong, where he bought over the business of his father, the late Mr. D. Noronha. Mr. Noronha was suffering from an attack of bronchitis, but was improving when he died of failure of the heart. He was 63 years old. The funeral takes place this morning at 9 o'clock at the Roman Catholic Cemetery.

The *Manila Cablenews* says:—Captain Garry has at last made definite arrangements for proceeding with the work of floating the stranded steamer *Phaetalia*, which lies on an uncharted shoal in the San Bernardino straits and which has resisted the efforts of other local wrecking people to save her. Captain Garry's price for the work and the delivery of the steamer at the port of Hongkong is \$55,000. He will be assisted by the former captain and second officer of the schooner *J. B. Leeds* recently wrecked on the northern coast. Captain Garry undertakes the work on his own responsibility in case he fails, but he is quite confident of success, and will shortly leave for the scene, taking with him the best apparatus at his disposal.

A confiding English journal lends currency to the following:—The British author, in his days of struggle, knows what it is to have his manuscript returned with the formula, "Declined with thanks." The struggling French author is accustomed to the stereotyped phrase, "Impossible, mille regrets." But how much better they manage this affair in the Far East! What does a Chinese editor say about the MS. he is returning? "We have read it with infinite delight. By the holy ashes of our ancestors we wear that we have never seen so superb a masterpiece. His Majesty the Emperor, our exalted master, if we were to print it, would command us to take it as a model, and never publish anything of a less striking quality. As we could not obey this order more than once in ten thousand years, we are compelled to send back your divine manuscript, and beg a thousand pardons." British editors and publishers, please copy!

The demoralisation of the Russians after the battle of Mukden is indicated in the well-known Mr. Kuroda's dispatches to the *Nichi Nichi* quoted by the *Japan Daily Mail*:—"Mr. Kuroda writes a treatise on the old saying *fusai wakurei* (sound of the wind and voice of the crane). He says that history relates instances of troops flying before these imaginary indications of danger, but to credit the annals it is necessary that one should actually witness a fight like that at Mukden. No less than fifteen thousand Russians surrendered within the city, almost without a struggle. Bodies 2,000 strong, which had apparently retained their organisation, raised the white flag after a few rifle-shots. On the 11th inst. a force of from 400 to 500 men laid down their arms to 200 Japanese; a half-company, 120 strong, surrendered to a small commissariat guard of Japanese, and, most remarkable of all, 24 Russians actually allowed themselves to be made prisoners by four Japanese who were hastening to rejoin their corps. Nine Japanese prisoners were recovered when the Russians were in the act of escorting them towards Tieling; the escort surrendered and handed over the objects escorted—paid back the loan with interest, as Mr. Kuroda says."

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE TEA DUTY REDUCED.

THE BRITISH BUDGET.

LONDON, 11th April.

The Budget Statement of the Chancellor of the Exchequer, Mr. Austen Chamberlain, for 1904-5, shows an actual surplus of £1,414,000; or £394,000 more than the estimate. The expenditure was £141,032,000; or £1,848,000 less than the estimate of 1904-5. The reduction of expenditure expected should increase the surplus for 1905-6 by another million.

The Budget, however, permits the extra two-pence on tea to be removed; and £1,550,000 to be taken off the National Debt.

LORD SAINT-HELIER.

We are informed that this title (of a peer whose death was announced in yesterday's telegrams) is that conferred upon Sir Francis Jeune, who was made a peer on his retirement from the Divorce and Admiralty Bench.

[DEUTER'S SERVICE.]

THE DISASTER IN SPAIN.

LONDON, 9th April.

The face of a huge reservoir, in course of construction in the outskirts of Madrid, has collapsed, and it is believed that four hundred casualties have occurred. The King and Ministers hastened to the spot. His Majesty is directing the rescue operations.

THE WAR.

[DEUTER'S SERVICE.]

THE WAR IN MANCHURIA.

LONDON, 9th April.

General Linevitch reports twelve hours fighting on the 4th instant, to the North of Tsangtau; and that the Japanese losses were considerable.

THE RUSSIAN TROOPS IN MANCHURIA.

LONDON, 9th April.

On the occasion of regimental fêtes, Generals Kuropatkin and Linevitch have telegraphed to the Emperor reporting the splendid bearing of the troops, whose devotion to the throne is unbounded, and confidence in ultimate future victory fervent and unshaken.

THE BALTIC FLEET.

LONDON, 9th April.

There is no further news of the Baltic fleet since it passed Singapore.

"BALTICER" GOSSIP.

The s.s. *Arcticon* *Apar* arrived from Singapore yesterday. She passed five deeply laden colliers steaming towards Saigon, presumably with coal for the Baltic Fleet.

The following is a telegram called from the *Kobe Herald*:—London, 2nd April. It is reported that the colliers accompanying Admiral Rozhdestvensky's Squadron have been ordered to proceed to Hongkong, via Java. The Baltic Squadron is arriving at Jibuti today. The Hospital ship *Kostroma*, belonging to this Squadron, was supplied with coal and water at Perim.

The Russian Consul, with respect to a rumour, denies that he has received any information about a naval fight at sea "in which the Russian fleet had met, fought and destroyed five Japanese cruisers."

The fact that Monsieur Beau, the Governor-General of French Indo-China, has postponed his departure for France on vacation has nothing whatever to do with the Baltic Fleet. The fact is, Monsieur Clementel, the new Minister for the Colonies, appointed to his position but a few months ago, is going on a tour of inspection. He will leave France next July and spend August and September in Indo-China. Monsieur Beau was asked to postpone his departure from Indo-China till after that of Monsieur Clementel.

Should the Baltic Fleet make for Saigon, and some think it likely to do so, the French rules of neutrality will, no doubt, be observed very strictly. They differ materially from the English rules of neutrality. Belligerent warships, in the first place, are not

necessarily required to leave French harbours within 24 hours. In such a case the French government would not allow the vessels to remain indefinitely, but would use its own discretion as to what should be allowed. Also, in French harbours belligerent ships are, naturally, subject to many restrictions. They would neither be allowed to repair their guns etc. nor take in ammunition. They could not, in short, effect any repairs to increase their direct fighting powers. Repairs to the hull and engines, however, would be permitted. The time limit entirely depends upon circumstances. If a ship were in a sinking condition she might be allowed to stay in dock a fortnight or so long as necessary. During this time she would not be allowed to touch her guns, torpedoes, etc. A Japanese ship would be treated exactly the same as a Russian.

It is reported that large quantities of coal have recently been imported into Saigon; and that colliers have been sent to meet the fleet at sea. One left Hongkong not many days ago with a cargo of Cardiff coal for the "South." A week ago another ship also left for the same vague destination, with 45,000 sacks of flour on board. Incidentally, it is said that captains of ships running hence to Vladivostok get £1,000 bonus if they get through. For the greater part British shipmasters are chosen for such work. It would not now come as a surprise to hear of Japanese captures south-west of Hongkong as well as north-east.

Informers, it is said, are paid handsomely by the Japanese Government, and the story of one particularly smart trick, which, if true, may account for some of the local Chinese bankruptcies, is still being retailed. The informer went into partnership with several Chinese speculators and sent a small steamer to run the blockade with provisions. She was successful, and the informer asked his friends to plunge heavily for a similar venture. They did so, and he "gave the game away" to the Japanese Government, receiving such a reward as to enable him to retire.

But to return to Saigon, we are assured there is hardly room inside Cape St. James for the whole Baltic Fleet. A secondary object put forward for Admiral Rozhdestvensky desiring to make for Saigon is that his cruisers and torpedo boats could be sent for a short while into fresh water up river, and the batteries having thus been killed the ships' bottoms could be cleaned with greater ease without the vessels going into dock. To accomplish this object the vessels would have to go a long way up river, at least as far as Tiger Point, to get out of the brackish water.

There is a way of cleaning ships' bottoms at sea with patent scrubbers, but it is a very tedious task. A hollow drum covered with matting is attached to guys leading to either taff rail under the ship's bottom, and this is hauled fore and aft by means of longitudinal guys. The water presses the buoyant scrubber against the ship's side with sufficient force.

To be in neutral water immune from attack the Russian fleet would have to remain within the three mile limit from the French coast, and if it remained there indefinitely there is no saying that Japan, after due protest, would not make an attack.

If the cruisers and torpedo boats could be got fairly close the battleships would not matter so much.

There is no sign of the immediate departure of more British ships from Hongkong.

Exchanges state that a fourth Baltic Fleet is sitting out at St. Petersburg.

A poem written by Thomas Campbell (1777-1844), entitled "Battle of the Baltic," affords rather a striking coincidence, even in date. One stanza runs:—

"Like levathians about
Lay their bulwarks on the brine;
While the ships of the many
On the lofty British line:
It was ten of April morn by the chime:
As they drifted on their path
There was silence deep as death;
And the holdest held their breath
For a time."

THE POPULATION OF CHINA.

Mr. W. W. Rockhill has made an inquiry into the probable population of China, both at various periods in the past, as deducible from Chinese records, and at the present day. The paper, which appeared in the *Smithsonian Miscellaneous Collection*, has been issued as a reprint. Mr. Rockhill thinks that the high official estimates are far in excess of the truth, pointing out that, in spite of the many unfavourable conditions, Chinese enumerations would have no believe the increase to be more rapid than in the most favoured countries of the world. In this he agrees with the late Mr. Colborne Baker. In 1842 the population was probably about 250,000,000, a figure which cannot be greatly exceeded at the present day; in fact, Mr. Rockhill is inclined to place it considerably under 270,000,000. To the question whether the country is over-populated, he answers in the negative, and even holds that much of it is capable of supporting a greatly increased population, quoting in confirmation of this an opinion of Mr. F. S. A. Bourne.

A VICEREGAL EDITOR.

In his anxiety to make the new official paper he has recently started in Hankow a success, Viceroy Chang Chih-tung started the other day, so reports a correspondent, to try to close every other newspaper in his vicinity. His Excellency's first step was against a Japanese-owned paper called the "Hankow Ji-shi Shinbun" ("Hankow Daily News"). Writing to the Japanese Consul, the Viceroy formally complained against certain articles in that paper and requested it to be closed. This the Japanese Consul consented to do in his reply to the Viceroy. Having succeeded so far, an attempt was made to close the "Ta' Pao" ("Hupai News"), a journal owned by a British subject, and to this end a Viceroyal dispatch was sent to the British Consul on the subject. It is whispered that the secretary who read the contents of the British Consul's reply to the Viceroy was only too glad to get out of the room after he had done this duty.—*N.C. Daily News*.

ROBINSON PIANO Co. LD.

THE
PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT
MERE DEALERS, BUY-
ING AT ONE PRICE AND
SELLING AT ANOTHER,
BUT
PRACTICAL EXPERTS
AND
MANUFACTURERS

DEVOTED EXCLUSIVELY
TO THE MUSICAL
INSTRUMENT TRADE.

These are
FACTS OF THE
FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also by far
the LARGEST PIANO BUYER
IN CHINA and gives the most
SOLID VALUES and a
Wide Selection of Makes
Chosen at the Factories and
ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905.

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MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	732 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	964 "
Width of Entrance on Bottom...	984 "
Water on Blocks at Spring Tide...	344 "

DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	984 "
Width of Entrance on Bottom...	984 "
Water on Blocks at Spring Tide...	264 "

DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	359 "
Width of Entrance on Top...	68 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIAL is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready at
Short Notice.

SCIENTIFIC
SURGEON DENTIST
No. 10, DAGUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of departure of the Mails from Europe
and America and the dates on which they are
due to reach Hongkong. A Special Table is
devoted to the Far East Post and from
England.

Mounted on Card	30 Cents
On Paper	20 "

On Sale at the Hongkong Daily Press Office,
Hongkong, 10th February, 1905.

NOTIFICATIONS

SANITARY BOARD OFFICE,
HONGKONG.
TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the
Domestic Cleanliness and Ventilation
By-laws (as amended) every domestic building
or part of such building within the Central
Division of the City of Victoria and the
Western Division of Kowloon occupied by
members of more than one family must be
CLEANSED and LIME WASHED
THROUGHOUT by the owner during the
months of March and April.
N.B.—The word "throughout" used in this
notice means that the Houses should be lime-
washed in respect of all the Walls of each Room
and Staircase, all Cubicle partitions, Stair
Casings and Stair Linings, all Ceilings, and the
under-sides of Roofs both in main buildings,
Offices and Servants' Quarters and inclusive of
Verandahs.

The Backyard should have its containing
walls lime-washed up to the level of the first
floor.

Carved, painted or polished woodwork in
good condition, however, need not be lime-
washed but must be Cleaned.

The Central Division of the City lies between
Gillman Street and Peel Street on the East and
Tank Lane and Cleverly Street on the West.
Kowloon is divided into the Eastern and the
Western divisions by Robinson Road a straight
line drawn from the north and thereof through
the Yau-mi service reservoir to the northern
boundary of Kowloon.

Dated this 31st day of March, 1905.

G. N. ORME,
Secretary.

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE IS HEREBY GIVEN that
HANG HING carrying on business at
No. 4, Connaught Road West, Victoria, in the
Colony of Hongkong, and elsewhere as Ten
Merchants have on the 17th day of December,
1904, applied for the registration in Hongkong
in the Register of TRADE MARKS of the
following TRADE MARKS:

1. The representation of Two Phoenixes with
Spread Wings, each with a wing crossed
with a wing of the other and each standing
on one leg on a rock facing each other;
between their heads is a representation of
the sun.

2. A fancy design on which is depicted a
Fancy Scroll with the Characters 恒 興
written on it meaning "HANG HING."
Underneath the scroll is the representation of
Two Phoenixes facing each other with
Spread Wings, each with a wing crossed
with a wing of the other and each with long
tails practically forming a circle and in the
centre of the circle so formed is a repre-
sentation of the sun; below which is a scroll
on which appear two letters "H. H."

Both the above TRADE MARKS have been
used by the applicants since the month of May,
1902, in respect of the following goods:

TEA IN CLASS 42.

Facsimiles of the TRADE MARKS can be
seen at the Office of the Colonial Secretary of
Hongkong and also at the Office of the under-
signed.

Dated the 12th day of January, 1905.

JOHNSON, STOKES & M. STEER,
Solicitors for the Applicants.

8, Des Vaux Road Central,
Hongkong.

JUST LANDED.

NO Stock of Toilet Requisites is complete
without these Soaps—
PLANTOL, FLORAL AND NATURAL
BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are sooth-
ing and refreshing to the delicate skins.

Also
CARNIVAL (A La Rose) and STAR-
LIGHT SOAPS—Pure, Economical, Agree-
able, Highly Perfumed and Perfect Toilet
and Nursery Soaps.

Now on Show.

H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong.

37 & 39, Elgin Road, Kowloon.

Hongkong, 10th April, 1905.

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.

Telephone 142.
Hongkong, 2nd January, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Shelves will
be open at 10 A.M. and 4 P.M. daily Sunday,
excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA or
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto by the steamers of the NIPPON
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO'S, OCEAN S.S. CO
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

QUAN WAI & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUANTAL & CO., Lima Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905.

BOTANY AT HONGKONG.

Mr. S. T. Dunn, Superintendent of the
Botanical and Afforestation Department, in his
annual report for 1904 says:—
HERBARIUM.

The progress of work in the Herbarium has
gradually been overtaken with the help of the
two Chinese Herbarium Assistants appointed
at the commencement of the year. Their
appointment has been amply justified. The
scientific policy of the Department towards
this scientific adjunct of the Department
is already bearing fruit and it is evident that
with the collections now flowing in from all
parts of China the Colonial Herbarium will soon
assume the place which it ought to occupy with
regard to the flora of the country. The mere
fact that it is the only public Herbarium in China,
and that the flora of China is probably now
receiving more attention from European and
American botanists than any other part of the
world, warrants a career of usefulness. Sir
Joseph Hooker once described Hongkong as
"the key of the botanical position as regards
the Chinese Empire" (Visit Memorandum,
1. 2. 78), and perhaps for while individual enter-
prise has done much to supply information and
material to the botanical establishments of
Kew, Paris, Berlin and St. Petersburg,
no part of China is so well represented in
any Herbarium as is Kwangtung, and
especially the neighbourhood of Hongkong.
Such in the great Herbarium of Kew can give
assistance as this establishment can give
to Kew is its most important national work,
but it is also becoming more and more a centre
of botanical enterprise in the far east. A
recognition of this is already being shown by
the increasing number of requests for botanical
information from different parts of China.
More than 800 specimens have been examined
and determined for correspondents from other
parts during the year. The Chinese assistants
have shown remarkable aptitude in dealing with
this kind of work.

All new specimens preserved in the Her-
barium of sufficient interest, receive separate
consecutive numbers to insure accuracy of
reference, and the progress of the numbering
is some guide to the annual increase of the
collection. At the end of the last three years
the numbers have reached—1902, No. 700;
1903, No. 1,091; 1904, No. 1,750.

One of the chief difficulties in keeping the
collections in good order is the great dampness
of the summer months. The Herbarium has to
be artificially dried during this period. For-
merly a wood stove was used, but the riskiness
of this method with so valuable a collection is
now recognized, and a gas stove has been sub-
stituted. This has the additional advantage of
being usable during the night, and thus avoid-
ing the excessive heat of a stove in working
hours during the summer. Even this source of
heat has been some anxiety during the recent
vagaries of the gas supply.

BOTANICAL INVESTIGATIONS.

Ginkgo biloba, L. (*Salutarina edulis* folia
Sm.).—In the *Index Florae Sinensis*, ii. 547 Dr.
Masters quotes Mrs. Bishop as saying that she
had met with several fine specimens of Ginkgo
in the magnificent forests which surrounded
the sources of the Great Gold River and the
smaller streams in Szachuen. Sir Ernest Satow
once told me that he doubted the indigenous
status of this tree in China, and he recently
sent me a letter from Mr. Hsieh supporting his
view, with regard particularly to Szachuen. Mr.
Hsieh states that it is common in that Province,
but only as a cultivated tree, the seeds being a
general article of commerce throughout most
parts of China. Mr. E. H. Wilson, too, dur-
ing his extensive botanical explorations in
West China, did not meet with it in a wild
state. In view of these opinions it is probably
safer at present to omit the Ginkgo from the
Chinese indigenous flora. The fact probably is,
as SCHUMACHER has pointed out, that the
Ginkgo has long outlived its natural age in the
flora of the earth, and has only been preserved
from extinction to the care of the Chinese
Gardeners.

The tree is without near relations in our
extant flora, and when Mr. Archibald Little
described to me in 1903 a most remarkable tree,
like Ginkgo, which he had seen near Chengtu,
I begged him, if again in that neighbourhood,
to revisit the spot and secure details for in-
vestigation. Accordingly when in April of last
year they most kindly made a detour of
140 li, took several photographs of the tree
and sent them to Hongkong with an interest-
ing description. The tree proved to be, not a
variety, but a very old specimen of the true
Ginkgo, covered with the peculiar outgrowths
to which the species is subject in old age. The
outgrowths take the form of chambers varying
from a few inches to several feet in length and
about four inches thick, pendant from the trunk
and lower branches. Enquiry was made from
Professor Matsunura of Tokyo as to the oc-
currence of similar trees in Japan and he most
courteously sent me a copy of Fuga's paper on
the subject in which the occurrence and origin
of the outgrowths are described in detail.
They are considered to be merely malformations
and are commonly met with on old trees in
Japan. The above instance, however, is the
only one of which I am aware in China.

Flora of South East Kwangtung.—In July
and August, 1903, a Chinese collector was sent
to explore Sze-tse Shan, a mountain in Kwang-
tung Province 70 miles to the west of Hong-
kong and near the city of Sanning, and in the
make collections of plants there, and in the
surrounding country. Sze-tse Shan, like many
of the mountains in South Kwangtung, is
densely covered in most parts with bamboo.
It has much the same flora as 'Tai-mo Shan.

The mountains to the west of Sanning are
well wooded on their lower slopes, but
have grassy tops. At the foot of these
hills, near the village of Ng Sap, are some hot
springs. All these localities were visited
and an interesting collection of plants
brought back, containing a new genus of
Rubiaceae and several new species. Not the
least interesting of the discoveries was that of
a second locality for *Symplocos ureolaris*,
Hance, and for *Kandia densiflora*, Benth. The
former was only once collected before on the
West River in 1874, the latter was identified
as a Chinese plant only from Hongkong.
Flora of Hunan.—Captain Light of the 114th
Maharajas, on his return from a trip in Sep-
tember, brought to the Herbarium a number of
specimens of plants which he had hastily gather-
ed en route. It will illustrate the present state
of our knowledge of the flora of China when we
find that out of these plants, three proved to be new
to China, 24 new to Hunan, and three new to
Fokien. Capt. Light is to be congratulated on
having made this valuable collection in spite of
having no adequate collecting outfit; the specimens
were pressed and brought home in a book about
6 in. by 4 in. In order that zeal of this kind
might be better utilized in future for the benefit
of science, an assurance was sent to Head
Quarters—and appeared in Orders—that any
military officer intending to visit the interior
and wishing to be provided with collecting
outfit could be so accommodated on application
to this Department.

Flora of North-East Kwangtung.—In Sep-
tember and October three Chinese collectors
were dispatched to Hoi Fung, about 100 miles
up the coast, with instructions to proceed
inland to the Lien Fa Mountains, to explore
these and then, crossing them, to make
collections on the further side round the
sources of the Han. They succeeded in carry-
ing out this programme and brought back an
interesting collection. Among the plants of
particular interest were that of *Mangitia*
fortensis, Hance, only previously known
as a single tree in Hongkong, and that in a
precocious state owing to its failure to
propagate itself or to admit of artificial
propagation. The tree was found in fruit, and
seeds were brought back, some of which were sent
to Kew. The collection is not completely worked
out, but enough has been done to show that the
flora of these mountains is an extension of that
of the Lo Foa Mountains, well known from the
labours of Sampson, Baker, and Ford. A
large number of the interesting species dis-
covered there by these collectors are reported in
Lien Fa Shan. The numbers for this
collection in the Colonial Herbarium are from
1533-1684 and 1825-1894.

Examination of the Constituents of Natural
Forest in Hongkong.—The largest natural
wood left by our Chinese predecessors is near
Little Hongkong Village. About 500 acres of
the hillside above the village are densely
covered with wild trees having an average
height of about 20 feet and containing indi-
viduals up to 40 and 50 feet high.

MR. DUNN'S REPORT.

The report on the Botanical and Afforestation
Department for 1904 is published in the
Hongkong Government Gazette. Extracts are
as follows:—

Osmunda.—Two small field guns were kindly
presented to the Gardens by H. E. the General
Officer Commanding, and have been placed one
on each side of Sir Arthur Kennedy's statue.
Square Bamboo.—(*Phyllostachys quadrangu-
lata*, Rendl.) In consequence of a request
from Sir Ernest Satow that this Department
would endeavour to obtain and acclimatize the
Square Bamboo with a view to preserving
specimens for the Calcutta Botanic Garden,
Mr. Mortimore, British Consul at Wenchow,
was approached and asked to send a few culms
to Hongkong. Mr. Mortimore most kindly
undertook to do so, and in March a box of them
was received in good condition. The culms
were at once planted in various situations and
all are doing well. The bamboo grows on the
Island at Wenchow, up with the British
Consulate is situated. This is a new record of
the species for the Province of Chekiang and
connects the two previously known habitats in
Kiangsu and Fokien.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 11th April, 1905.
GARRISON ORDERS.—Command—No. 1.
With reference to Garrison Order No. 2, of
21st March 1905, Major-General Villiers
Hatton, C.B., returned from inspection duty
and resumed command of the forces in South
China from this date.

Passes lost—No. 2. Works passes 2,502,
2,503, 2,510, and 2,512 having been lost are
hereby cancelled. Commanders of Fort Guards
should be informed accordingly.

By Order,
R. E. Ross, Major,
Chief Staff Officer.


A meeting of the Sub-Committee will take
place at the Soldiers' Club on Thursday, the 13th
instant, at 2 p.m.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

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Boils
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ON SALE.

THE PROVINCE OF SHANTUNG

IN TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S
Reprinted from the "HONGKONG DAILY PRESS",
Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

Hongkong, 1st January, 1904.

SIEMSEN & CO.
AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 17th April.
GLASGOW AND LIVERPOOL	"DIOMED"	On 21st April.
GLASGOW AND LIVERPOOL	"CALCHAS"	On 24th April.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW AND LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 10th May.
GLASGOW AND LIVERPOOL	"MENELAUS"	On 14th May.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 18th May.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 23rd April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, YOKOHAMA	"TELEMACHUS"	On 20th April.
	"NINGCHOW"	On 21st April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th April, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th April.
MANILA	"TEAN"	On 18th April.
SHANGHAI	"TAIWAN"	On 18th April.
ILOILO	"SUNGKIANG"	On 21st April.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, CORKOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 22nd April.
CHEFOO and TIENTSIN	"KANSU"	On 25th April.
KOBE	"TSINAN"	On 25th April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified Surgeon on board.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th April, 1905.



OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW	"TRIUMPH"	THURSDAY, 13th April, at 8 A.M.
AMOI AND FOCHOW	"A. HANSEN"	SUNDAY, 16th April, at 8 A.M.
TAMUI VIA SWATOW	"PROTEUS"	SUNDAY, 16th April, at 8 A.M.
AMOI	"C. MOLLER"	WEDNESDAY, 19th April, at 8 A.M.
ANPING VIA SWATOW	"B. BJORNSEN"	WEDNESDAY, 19th April, at 8 A.M.
AND AMOI	"C. OLSEN"	WEDNESDAY, 19th April, at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 7th April, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIRI"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TEJIPANAS	JAPAN	First half of April	JAVA PORTS	First half of April
TEJILATJAP	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TEJIMAH	JAVA	First half of April	JAPAN via SHANGHAI	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 30th March, 1905.

Telephone No. 375.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 26th April.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 31st May.

Hongkong to London, 1st Class via St. Lawrence £89. via New York £62.
Intermediate on Steamers £40. via New York £42.
and 1st Class Rail £24.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
8, Pedder Street.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
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LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	"MANILA" H.G.H. Lowell, R.N.R.	About 12th April	Freight and Passage.
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YOKOHAMA VIA SHANGHAI, MOJI AND KOBE	"POONA" C.R. Longden, R.N.R.	About 15th April	Freight only.
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SHANGHAI	"CHUSAN" H.W. Konrick, R.N.R.	About 21st April	Freight and Passage.
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LONDON, &c.	"SIMLA" F.R. Summers	Noon, 22nd April	See Special Advertisement.
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For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 10th April, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 22nd April, at Noon, taking passengers and cargo for the above ports in connection with the Company's service to India.

"Mediana," 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macedonia," due in London on the 4th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 10th April, 1905.

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 2nd May, 1905, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemade, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 8th April, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

6]

THE UNRIVALLED KILLER.

**KEATING'S
POWDER.**

FATAL TO INSECT LIFE.
Harmless to Everything Else.
Sold in Tins and Bottles every-
where. It kills you get KEATING'S.

IT KILLS
FLEAS, BEETLES, BUGS, FLIES.

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Hongkong, 10th April, 1905.

NAVIGAZIONE GENERALE ITALIANA. (Fiorio and Rabattini United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

CARLONITZ & CO.,
Agents.

Hongkong, 6th April, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 13th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 10th April, 1905.

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NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above ports, Consignees of Cargo are hereby requested to take immediate delivery of their goods from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 10th April, 1905.

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NOTICE TO CONSIGNEES.

FROM PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 7th April, 1905.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. "Victoria."
From Persian Gulf ex s.s. "B. I. S. N." and "B. P. S. N." Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. To-day, the 7th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 7th April, 1905.

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NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. THIS AFTERNOON, the 10th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 17th inst., at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 10th April, 1905.

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NAVIGAZIONE GENERALE ITALIANA. (Fiorio and Rabattini United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

CARLONITZ & CO.,
Agents.

Hongkong, 6th April, 1905.

POST OFFICE NOTICES.

The *Postman*, with the German mail, left Singapore on Friday, the 7th inst., at 5 p.m., and may be expected here on the 17th inst.

The *Postman*, with the P.M. steamer *Mongolia* has been transferred to M.M. steamer *Toukai* which is expected to arrive here on or about the 17th inst.

MAILS WILL CLOSE

FOR
Canton, Amoy, and Poochow
Singapore, Penang and Bombay

Per
Hainan, Amoy, Poochow and S. China
Singapore, Penang and Bombay

DATE
Wednesday, 12th, 7.30 A.M.
Wednesday, 12th, 7.30 A.M.
Wednesday, 12th, 10.00 A.M.

DATE
Wednesday, 12th, 11.00 A.M.
Wednesday, 12th, 1.15 P.M.
Wednesday, 12th, 2.00 P.M.

DATE
Wednesday, 12th, 3.00 P.M.
Wednesday, 12th, 4.00 P.M.
Wednesday, 12th, 5.00 P.M.

DATE
Wednesday, 12th, 6.00 P.M.
Wednesday, 12th, 7.00 P.M.
Wednesday, 12th, 8.00 P.M.

DATE
Wednesday, 12th, 9.00 P.M.
Wednesday, 12th, 10.00 P.M.
Wednesday, 12th, 11.00 P.M.

DATE
Wednesday, 12th, 12.00 P.M.
Wednesday, 12th, 1.00 P.M.
Wednesday, 12th, 2.00 P.M.

DATE
Wednesday, 12th, 3.00 P.M.
Wednesday, 12th, 4.00 P.M.
Wednesday, 12th, 5.00 P.M.

DATE
Wednesday, 12th, 6.00 P.M.
Wednesday, 12th, 7.00 P.M.
Wednesday, 12th, 8.00 P.M.

DATE
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Wednesday, 12th, 10.00 P.M.
Wednesday, 12th, 11.00 P.M.

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Wednesday, 12th, 10.00 P.M.
Wednesday, 12th, 11.00 P.M.

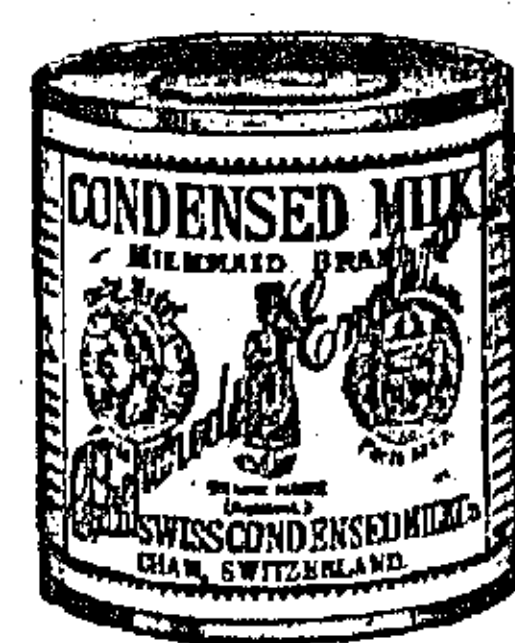
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DATE
Wednesday, 12th, 9.00 P.M.
Wednesday, 12th, 10.00 P.M.
Wednesday, 12th, 11.00 P.M.

Milkmaid BRAND Milk



BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 11th April.

COMPANY. PAID UP. QUOTATIONS.

Alhambra Theatre.

Hongkong & Shanghai.

National Bank of China.

Bank of China.

China Merchants.

China Light & Power.

China Petroleum.

Cotton Mills.

Ewo.

Hongkong.

International.

Lau Kung Mow.

Szechuan.

Dairy Farm.

Docks and Wharves.

Farnham & Co.

H. & K. Wharf & Co.

H. & W. Dock.

New Ancey Dock.

S'wai & H. Wharf.

Fenwick & Co. Geo.

G. Island Cement.

Hongkong & C. Gas.

Hongkong Electric.

Do. New.

H. H. L. Tramways.

Hongkong Hotel Co.

Hongkong Ice Co.

Hongkong Paper Co.

H'kong S. Waterboat.

Insurance.

Canton.

China Fire.

China Traders.

Hongkong Fire.

North China.

Union.

Yongtong.

Land and Building.

Hongkong Land.

Humphreys & Co.

Do. New.

Kowloon Land & Co.

Shanghai Land.

Westpoint Building.

Mining.

Charbonnages.

Fos. 250.

Philippine Co.

Refineries.

China Sugar.

Laurin Sugar.

Steamship Companies.

China and Manila.

Douglas Steamship.

H. Canton & M.

Indo-China S.N. Co.

Shell Transport Co.

Do. Preference.

Shanghai & H. Dyeing.

South China M. Post.

Steam Laundry Co.

Do. New.

Stores & Dispensaries.

Campbell, M. & Co.

Fowell & Co. Wm.

Watkins.

Watson & Co. A.S.

United Asbestos.

Do. Foundries.

VERNON & SMITH, Brokers.

HONGKONG TIDE TABLE.

From 12th to the 18th April.

To correct Zone Time add 23 min. and 18 sec.

Hour Water. Low Water.

Hour Water. Low Water.

Hour Water. Low Water.

Hour Water. Low Water.

Hour Water. Low Water.

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Hour Water. Low Water.

Hour Water. Low Water.

Hour Water. Low Water.

Hour Water. Low Water.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mrs. A. H. H. H.

Mr. P. H. H. H.

Mr. P. H. H. H.

Mr. P. H. H. H.

Mr. P. H. H. H.

Mr. P. H. H. H.

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Mr. P. H. H. H.

Mr. P. H. H. H.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,300 tons, Captain H. D. Jones.
S.S. "POWAN," 2,300 tons, Captain R. D. Thomas.
S.S. "FATSHAN," 2,300 tons, Captain W. A. Valentine.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,995 tons, Captain W. E. Clarke.
S.S. "NANNING," 569 tons, Captain J. C. Butchart.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Timetable) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,688 tons, Captain J. Wilcox.
S.S. "NANNING," 569 tons, Captain J. C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LD.

KOWLOON HOTEL.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

628

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.

7.30 a.m.

8.00 a.m.

8.30 a.m.

9.00 a.m.

9.30 a.m.

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2.30 a.m.

3.00 a.m.

3.30 a.m.

4.00 a.m.

4.30 a.m.

5.00 a.m.